



SIMONE JAFFE COLLINS
LANDSCAPE ARCHITECTURE

07.05.2005

South Bethlehem Greenway

SJC# 04076.10

PUBLIC MEETING #5 - MINUTES

Date/Time: 06.22.2005, 3 PM

Location: Sayre Hall, Church of the Nativity

In Attendance: See Attached Attendance Sheet

Notes:

1. Peter S. started the meeting by reviewing the project schedule, pointing out that there will be a public review period of the draft plan for one month. He stressed how important it is for the public to review the draft report and respond with their comments and criticisms. It was stated that the report would be available for review on Monday, June 27 at City Hall, the City Library, and on the City web site: www.bethlehem-pa.gov.
2. Peter S. reviewed the project area and described the characteristics of the three segments: Eastern – Linear Corridor, Central – Commercial / Residential Area, and Western – Public Events Area.
3. Peter S. presented the Greenway Master Plan, focusing on the major improvements such as the trail, skate park, neighborhood connections, trail heads, surface parking, multiuse plaza, and structured parking.
4. He concluded the presentation pointing out that the next step for the City is to secure funding; stating that the final master plan meeting would focus more on the grants that are available for funding. He stated that during the next couple of months the public should contact their elected officials to let them know how important the Greenway Project is to the City of Bethlehem and the Southside Community. The meeting was opened to the public's comments and questions.
5. It was stated that the medical offices at Fourth and Taylor currently need more parking and better access for their patients. It was stressed that by creating a parking structure in the Webster / Taylor block along Mechanic Street and allowing the existing parking authority lots to become part of the greenway would force their patients to walk even farther to park their cars.

6. Peter S. stated that the Mechanic Street site is an alternate location for a parking structure, and that most likely there would be no change to the Mechanic Street lots. However he pointed out that it is important for the City and landowners along the Greenway to communicate with one another to work out final details for the Greenway plans.
7. It was stated that the over all “greening” of the Greenway was great – however some consideration should be giving to preserving existing vistas along the corridor. It was also stated that the western site for the parking structure was a good location.
8. Peter S. acknowledged that the preservation of vistas had been one of the ideas brought up at the first public meeting. He asked that the concerned parties submit a list of the vistas they want preserved as part of the draft plan comments.
9. It was stated that the proposal of steps coming down from Railroad Street to the Greenway was good. What would be done concerning the deteriorating wall in this area?
10. Peter S. stated that there was an allowance of \$100,000 to repair the wall in the cost estimate, however there may be less expensive options where there are opportunities to remove the walls and create gently graded slopes leading down to the Greenway.
11. Question. Was SJC recommending the planting of native plants? Funding is available for the planting of native plants.
12. Peter S. responded that a plant palette had not been developed as part of the master plan; however the City would want to consider the use of native plants within the Greenway.
13. Question. Does the cost estimate show a detailed breakdown of the improvements?
14. Peter S. stated that the cost estimate is broken down by block and intersections listing separately all the capital improvements.
15. Question. What will the trail surface be and what uses are anticipated?
16. Peter S. stated that at a minimum the path would be a 12’ wide asphalt surface. This would allow for bikers, rollerblades, skateboarders, runners, and strollers. He stated that the wider the path the lesser the likelihood of a user conflict. He stated that asphalt, nonporous or porous, would be the best material when it comes to maintaining the Greenway.
17. It was also stated that asphalt would be the best material to assure that the Greenway meets ADA standards.
18. Question. Will alternative transportation modes be incorporated into the Greenway?

19. Peter S. stated that SJC had interviewed Steve Schmidt concerning alternate transportation options. It was thought that there is a future potential for a shuttle running from Hayes Street going east out to Saucon Park and the Rt. 412 interchange with I-78.
20. Question. How will Northampton Community College impact the parking needs of the Southside and does the college have plans for a parking structure?
21. Peter S. stated that they would have a major influence on the parking situation on the Southside and that they may become a partner in the building of a parking structure.

Next Public Meeting: October (Date and Locations TBD)

Respectfully Submitted,
SIMONE JAFFE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, reading "Sarah R. Leeper". The signature is fluid and cursive, with the first name "Sarah" being the most prominent.

Sarah R. Leeper